

One sacrifice, one assist, no errors!



EVERY WILD-EYED fan,
WAS ON his feet,
OR SOMEONE else's,
AND THEIR soft remarks,
REACHED THE next county,
AND WHILE I'm not,
EASILY EXCITED,
I GUESS I was helping,
THE PITCHER bean,
THAT CLEAN-UP bitter,
AND MY good south paw,
HIT A fat fan,
RIGHT IN the vestibule,
AND HE said "Phooo,"
A FOUL tip,
RIGHT ON my last cigar,"
AND I was sorry,
AND GAVE him one,

OF MY cigarettes,
AND HE saw the package,
THAT I took it from,
AND SMILED and said,
"THEY SATISFY!
AND THAT smoke you smashed,
WAS ONE my wife,
BOUGHT AT a bargain,
SO THAT makes it,
A SATISFY,
DOUBLE HEADER,"
AND AFTER that,
I EVEN saw him,
ROOTING FOR the umpire,

TWENTY hits—twenty chances
with never a goose-egg—that's
Chesterfield's average on every
package. Trust the fans to pick
them out. An unusual blend of
Turkish and Domestic—it can't be
copied. These cigarettes are there
—they satisfy!

They Satisfy Chesterfield CIGARETTES

Liggett & McCarty, Inc., Tobacco Co.

ALLEGHANY COUNTY FAIR

Covington, Virginia, September 21, 22, 23, 24, and 25.

5 days 5 nights

of Fun, Hilarity and Amusement. The Biggest and Best Fair ever held in this county.

FOUR BIG HIPPODROME ACTS Each Day and Night
GORGEOUS FIREWORKS DISPLAYS

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SPLENDID HORSE, CATTLE and POULTRY SHOWS

The Smith greater shows will furnish all midway attractions, featuring the largest wild animal Arena on the Road to-day.

Commencing Tuesday, September 21st.

Admission 50 cents. No War Tax.

THOS. B. McCALEB, Secretary.

Ask for reduced rates in buying your R. R. Tickets.

Normal Graduates in Demand

Davis & Elkins College offers Standard Normal Course.

For the past three years Davis and Elkins College has been successfully conducting a Normal Department for the training of teachers. There have been two graduating classes all of whom have certificates and a good position. The advance in salary for good teachers is most encouraging. The result will be, in a year or two the schools will be supplied with competent teachers. There will be few Emergency Certificates.

A good dormitory for young ladies, and a well organized Normal Department whose work is credited by the State Board awaits your patronage.

JAMES E. ALLEN, Pres., ELKINS, W. VA.

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is ever just beyond the horizon. We have farms from one to three hundred acres, worth the money, at your door.

Let the other fellow chase the pot of gold at the foot of the rainbow. Sooner or later YOU will want a home in the old Shenandoah. We know—been there.

Bridgewater Realty Co.

Cyrus H. Cline, Mgr. Bridgewater, Va.

WEST BY AUTO

D. L. Barlow Gives an Account of a Part of His Trip. He Meets Many Pocahontas People

Synopsis of article in last issue with auto trip and complete camping outfit, he, together with his family, left Huntington, W. Va. June 15, and traveled by way of Ashland, Kentucky, from which place he en-

tered Ohio. From Portsmouth he followed the Scioto trail to Chillicothe—the Franklin Pike to Washington Court House—the Jamestown and Zenia Pike to Dayton and then over Pike Peak Highway to Richmond, Indianapolis, Danville, Rockville and Montezuma, Indiana. On the night of June 21, he camped west of Dana near the Illinois line, and spent a day looking at the black soil and growing corn in a real corn country. At Tuscola he turned north on

car was using too much gasoline and sought to have it adjusted here. I ran a cross a man who sold cars like one I was driving. He said, "I cannot recommend any mechanic in this part of the city, but as you are journeying east stop at Moline and call on S. who will adjust your car and do it right." S. is the third mechanic that I have called on who really helped me in my trouble.

We passed some nice farms today—a few of which were devoted to trucking. A great many beets are growing in this section. We camped tonight within three or four miles of Sandusky. This was a lovely camping place. The people here by the name of Scheck wanted us to spend several days with them and take in all the points of interest near here.

July 3rd, we spent at Cedar Point just east of Sandusky and the people are here proud to tell you that Cedar Point is the most famous bathing place in the world.

July 4. We spent the Sabbath at Rye Beach. Sunday was a bright line day—just right to lie on a cot in the shade or on the sand.

July 5. Monday we drove south and camped by permission in an old orchard four miles south of Mt. Pleasant. On this day all the people were celebrating except the farmers who were forced to be at home at work. On Lake Shore Road we met hundreds of cars. They were in greater number than you will usually find on Sixth Ave., Huntington. A great many of these cars were from the city of Cleveland.

July 6. Early in the morning we arrived at Delaware which is recognized as a school town, and in the evening we drove east ten miles to see W. G. Cochran with whom I spent my boyhood days among the hills of Pocahontas. In childhood we had dreamed of the west, but I failed to see far enough into the future that on a summer evening in 1920 it would be my pleasure to drive my car on to Green Lawn Farm which is located on good road one and one-half miles west of Sunberry and owned by my friend Cochran. I found him and three boys in the hay field raking and loading hay. A rain storm was approaching from the southwest. Cochran, not expecting to see me, at first did not recognize me, but his son Allen looked up from his work and said, "I'll be dogged!" W. G. at once stopped his hay loader and prepared to come down. I ordered them to drive ahead and get as much hay in as possible before the rain, which soon drove us to the barn. It rained during our stay here which gave us plenty of time to eat, talk and sleep.

Cochran has a good farm and it would be hard to find a better barn. It is painted snow white and name of the place, "Green Lawn Farm" is printed in large black letters on side of the barn. This farm derives its name from the large, beautiful, well kept and shaded blue grass lawn which extends to the road and surrounds the large square colonial home. A great many of the farms of the west are named which appeals to the traveler and proves to him that the owners are progressive and worth while.

Cochran's farm is all improved and is equipped with the best machinery. The children have as good schools as you will find anywhere, and some great scholars should go out from this home. A better family of children would be hard to find. The home life seems to be ideal. The mother in this home was one of my old pupils. West Virginia can ill afford to lose such people.

The morning of July 9 was bright and clear. We bid good bye to Cochran and family and started for Columbus twenty-two miles distance. After looking over Columbus for a few hours we continued our journey by way of Chillicothe to within 15 miles of Galipolis. Our last camping place was with a man by the name of Davis and because of his hospitality I shall never forget him. About forty miles of road through here was very rough and some of it very steep.

July 10. We arrived in Huntington, feeling that we had had a good outing and had learned many things about the country through which we toured that we could not have learned otherwise. The people—both city and country—with whom we met extended to us every courtesy and kindness. We were much better treated than we deserved. We always offered to pay farmers who gave us camping sites, but without exception they would say our only charge is "Come again," "Stay longer," or "Write us when you get home."

The Country
The country through which we traveled is clear of brush and filth. The barn lots where we camped are as clean as a well kept lawn. Most farms have a grove of timber, but these groves are clean and in good grass. Some of the groves have been planted and the trees line both way like a field of checked corn.

The Farmer
The farmer of the west is a great worker. He is in the field early and works late. We have no better citizen than the farmer. The agricultural class now and always have had the worst end of the bargain. These people complain less, receive less for what they sell, pay more for what they buy and take more abuse than any other class. If I had space would like to speak of some of the organizations that have worked a great hardship upon the farmer, but for the present will only say that some day the farmer may quit work long enough to find out who is on his back and unload.

The Roads
While on our trip we traveled over hundreds of miles of improved as well as hundreds of miles of dirt road. A large per cent of the so called improved road, either from poor construction or from want of timely repairs is in a far worse condition than the dirt road and we often followed the dirt road with preference. We found a number of different kinds of improved road, but not knowing how long the badly worn roads had been used, we cannot intelligently say which kind of road is best. It might be well for those who have charge of road construction to stick to brick, concrete or macadam, until some of the new kinds of roads have beyond a

doubt proven their worth, until then follow the old rule. "Be not the first to adopt the new."

The people of the west want mileage and in order to get this have built miles and miles of eight foot road—a great deal of which is brick or cement. You meet but little inconvenience in turning out to let others pass you from the fact that the sides of road are lightly macadammed and solid. We do not remember any road over sixteen feet wide.

Many places have bonded up to the limit—the money is gone and there is but little road to show for it and they are now in a bad row of stumps. A president of one of the county courts told me that he had constructed a few years ago a mile of 16 foot brick road for \$18,000. This road has concrete base and curbs. He took bids on same kind of road early last spring and the lowest bid was over \$83,000 per mile. Sand, gravel and brick were in short haul of this road. It in plain to be seen that it is impossible to build any great amount of road under present conditions and the citizens seeing and realizing the value and necessity of good roads may be tempted in an evil moment to vote upon themselves (which they have done in many places) a bond issue and like a snow bank in an August sun, and leave them with high taxes to pay as well as comparatively no road. In many places bond issues have so fixed the people's "bills for snapping" that they will not have any roads for years to come. If you do not believe this, borrow money for your own business and spend it in the same reckless way that public funds are being spent in many places and see how soon it will be until the sheriff will have your bush.

I happened to pick up a copy of the 1920 West Virginia Interstate Program and in it I notice that the Department of Schools is advocating the adoption of the proposed amendment to the State Constitution which provides that the State legislature can authorize the issuance of bonds not to exceed \$50,000,000 in amount outstanding at one time and to be retired in thirty years. The purpose of this bond issue is to build a system of roads. The School Department says: "It will not mean one cent additional direct taxation." It has been my experience that a bond issue will increase taxation both direct and indirect and I would like to look upon the face of a country where they do things by bond issue without increasing the rate of taxation. I have watched the results of bond issues for years and cannot today cite you to a case where the people have received anything like 100 per cent for money raised in this way.

We are told of the good that may result from State aid. The state is now and has been for years collecting several hundred thousand dollars of indirect tax from automobile license

fee. Why not let the State show us its faith by its works before asking us to go in debt to the amount of \$50,000,000. I have not yet seen a mile of state aid road for which the people did not pay dearly in addition to the so called state aid.

I am of the opinion that no body of men can sit in the city of Charleston and work out a system of road specifications that will be suitable to all sections of the State. They can give width, depth and height, but fail to give length which is the thing the people want. State road aid may be offered to a county under certain conditions that will be detrimental to that county. A county road engineer knows the conditions of his county. He knows the mountains, the hills and the road material available, and let him together with the county court decide the best kind of road, ever keeping in mind that it is mileage as well as good road that the people need.

A country is comparatively worthless without roads. You at some time since I left Pocahontas, built a few miles of macadam road. I see what I call a 10 ft. road from Campbelltown to foot of Elk Mt. This road has two great faults—it needs to be repaired and extended. The same might be said of other roads in your county. You cannot build your roads in one year nor in five but each year build every inch of road and keep up that you have built that your tax limit will allow. In a few years you will be surprised at the number of miles of good road you have and paid for, while others will have bond issue, interest, sinking funds, mud and rocks.

Cost of Western Trip
As to the cost of my trip will say that we spent \$1.25 on car. This expense was caused by driver getting wires crossed when cleaning spark plugs. The first garage man upon whom we called for help thought the trouble was with carburetor and got it out of adjustment. I had the next mechanic we called on to examine the wiring. He soon found the trouble and fixed it. At Moline, Ohio, we had the carberator adjusted by a man who was familiar with the model of cars like the one I drove. Had the mistake not been made in crossing spark-plug wires, I would have had no car trouble. The gasoline cost a fraction over two cents per mile. Being tourists we had quite a load on car. Counting all expense such as gasoline, oil, board and paying the driver, the cost was 81-9 cents per mile for four of us. My friends tell me it was luck; that they could not get off with out heavy car expense I believe that more expense is caused by reckless driving than by anything else. My car has been run nearly three years and during that time nothing has been broke about it and the air has never been out of but one inner tube.

Rules for Those Who Travel
1st. Select a car that is in general use. We did not but were running the risk of being laid by for days waiting for repairs should we have had a break down.

2nd. Wear old clothes. Our girl Goldie, requested me to say that she wore on our trip an old sweater which I wore all last winter while feeding cattle. It cost me \$1.45 with war tax added and is worth about one-third of bills.

3rd. If you are camping take only that which is absolutely necessary. Buy from farms. A country that does not have plenty to sell is not worth seeing.

4th. Never camp anywhere without permission—not even on church or school ground.

5th. Be sure you leave your camping ground in as good or better condition than you found it.

6th. Treat with the essence of kindness those who so kindly furnish you camping ground. Always ask your bill and bid people goodbye when you leave.

7th. Always be ready to help other tourists when you can. It will be repaid with interest.

8th. Map out your route, but never plan to make a certain point in a day's drive. Drive slow. Stop and examine all that is worth seeing. Travel as if though you do not care whether you get there or not. If you are compelled to rush stay at home.

9th. If you are traveling with others not of your party, let each party do its own cooking, eating and dishwashing. The world is not large enough for two or more families to live peaceably together for any length of time even in camp life. Otherwise they can be of great service to each other.

10th. If you want information ask the first gentleman or lady you meet. You will not only get the information, but you will be almost thanked for your inquiry.

11th. Never act bigoted or smart. It does not pay.

12th. Do right. It does pay.

I shall not soon forget the people who were kind enough to take the risk and let us camp in many places near their buildings which cost thousands of dollars. In some places we were urged not to take the trouble to erect our tent but to drive our car in barn and set our cots on barn floor. This was always refused to do, because of the fear of fire. We always slept under our own vine and fig tree.

Three cheers for the big hearted farmers of the grain belt.
DAVIS L. BARLOW.

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